

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY Bulgaria
SUBJECT Facilities For Danube River Traffic

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1. In Bulgarian territory the Danube River is 470 km long. The average width is one km with the widest point at Oryakhovo, opposite the Rumanian town of Baket [sic], and the narrowest near Silistra. The depth of the river varies. The Yugoslav rivers - Sava, Tisa, Morava, and Drava - run into the Danube. While in the Bulgarian territory the Iskur, Vit, Osum and Yantra Rivers run into the Danube. During dry spells the level of the river is very low, and the most shallow places are at Tsibur, Palanka, Kovnyuduy, Boril, Belima - Punkta, Dunavitsa, Chetate Veke, Breshlen / Brushlyan ? /, Kosuy Port below Tutrakan, the island Akale, Skonnya, Bankul, Rast below Iom and Yantra. At the above places the river can be from 1.5 to 1.80 m and at most up to 2.10 m in depth. During droughts these places are cleaned out by steam shovels.
2. There are ships which can navigate at a depth of 2.40 m up to three m, but there are also ships that can navigate at a depth of 1.20 to 1.40 and 1.80 m. Generally speaking the Danube is a navigable river in Bulgarian territory. The Bulgarian bank is quite high and reaches between 14 and 30 m while the bank of the river on the Rumanian side is low. In the vicinity of the Timok River near Silistra there are many places where ships can remain for the winter. Many barges and ships, both domestic and foreign, stay at the following places over the winter: Chistiler below the city of Vidin, Lom-Iiman which is still being worked on; Ruse-Iiman, the village of Popina near Tutrakan; the island of Chubukluk and Garvanluk (here only a certain number of empty barges and ships may remain). The directorate of the Danube River fleet or the Danube Merchant Marine is in Ruse where the administration for all Bulgarian harbors on the Danube is also located. The directorate of the state river fleet or state merchant marine is located in Sofia and is called the General Directorate.
3. Vidin harbor is used for exporting food. A ferry boat operates here, built on four barges and can transport 48 railroad cars both empty and full. The harbor connects with the Rumanian harbor Calafat. There is a good deal of activity at Vidin Harbor because a new and fortified bridge is being built where the ferry boat is located. Goods shipped from Vidin Harbor to the USSR include bread grains,

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tobacco, cattle, pulp, fruits, eggs, coal, etc. The harbor, which is close to Yugoslav territory, is of strategic significance and is consequently guarded by troops who are well armed and are under orders of the Vidin regiment.

4. Lom Harbor is 60 km from Vidin. It is a most important harbor on the Danube for the export and import of goods. Goods from Ratisburg (probably Regensburg ?), Basel, Vienna, Bratislava, and Budapest, arrive in Lom Harbor. Machines designated for Bulgaria, Turkey, and Greece go through this harbor. Goods from Egypt, Turkey, Greece, and Albania go to Austria, Germany, Hungary, Rumania, etc. The harbor is not large but its turnover is great. There are many storage places for goods here and many convenient places on the bank of the river for storing raw materials and goods. A new Liman (estuary) is being constructed but has not been completed yet. An electric rotor machine is used by the harbor. A military garrison is in the city of Lom.
5. Cryakhovo Harbor is used for the import of goods mainly for Byala Slatina, Cryakhovo, and to some degree Pleven Okoliya. There are many storehouses for bread grains and the harbor is of medium size. There is a garrison of troops in the town consisting of one infantry regiment.
6. Ostrov Village is a small harbor on the Danube which is mainly used for exporting bread grains. Dolni Vadin is a small harbor used for the export of bread grains from the surrounding area. Boril Harbor is used for the export of bread grains in larger quantities. Somovit is a fairly large harbor, the third largest after Ruse and Lom. There are two large storehouses here. It also has two electric rotors for goods. This harbor ships cement and various ores to the USSR, Hungary, and Czechoslovakia. Pulp is also exported from here to the USSR and tobacco to Czechoslovakia. Nikopol Harbor is not used for the exporting of goods but is mainly a passenger harbor. However, barges are loaded with bread grains here. Svishtov Harbor is quite large and well equipped with two large storehouses and two electric rotors. This harbor ships to the USSR mainly cement and ores, but also bread grains. Food going to Dobruja is unloaded here. In case of a good harvest or a satisfactory collection of grain quotas they are exported from here to Czechoslovakia, Austria, and West Germany. The harbor has a large meat packing plant and slaughter house for export to the USSR.
7. Ruse is the largest Danube harbor and has five electric rotors as well as a steam rotor. It has an estuary which is used for harboring foreign and domestic ships during the winter. The harbor has a herring-look (drydock) to take ships and barges which need repair out of the water. A shipyard is located here which builds new barges and ships with a capacity of 300 to 1500 tons. The town has a large military garrison. The shipyard is equipped with large machines and apparatus and includes the following workshops: A lathe workshop, a forging shop, a wood-working shop, a carpentry shop for processing wooden parts of ships, a dyeing shop, a foundry, and a workshop for electric and oxygen welding. In the estuary there is a shipyard ferry boat, named Sofia, which runs between Ruse and Giurgiu in Rumania. The ferry boat transports cars, trucks, horses, and other vehicles but now the new bridge is used. Near the carpentry shop there is large refrigeration storage for meat and food. The estuary contains Navy ships as well as other training vessels. The harbor includes large storehouses for food and other goods. Two of these storehouses are near the customs building and three are near the Bulgarian River Navigation Enterprise. The customs building is located near the harbor and has the militia, a passport section, which is under military authority, but includes employees from the Ministry of Interior. The Ruse harbor has also a dredging section for excavating sand, and also for cleaning the estuary and harbors along the Danube. In the center of the harbor area there is a modern railroad station. Bunkers are located between the shipyard and the old railroad station. No other fortifications have been made in this harbor. Ruse gets its electric power from the Rumanian Harbor Giurgiu by means of an electric cable under the Danube. Ruse as well as the harbors of Vidin, Svishtov and Lom have a radio and telegraph office for receiving and transmitting orders, etc. During 1951 the motor ship Lom was also equipped with radio and telegraph facilities.
8. Tutrakan Harbor is used mainly for loading of bread grains and lumber. Silistra Harbor is small and used for exporting food and wood products. The harbor has a silo for food. In general fishing is not well organized on the Danube. This has been

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especially true for the last few years. Previously there were private fishermen. Now fishing is a state enterprise in the form of a fishing cooperative. Such cooperatives or societies are in all large settlements along the river. The most important fishing places are: Tataritsa, Silistra Okoliya, Tutrakan, Ruse (near the mouth of the Yantra River), Batin, Ruse Okoliya, Svishtov, Nikopol (near the mouth of the Iskur River), Boril, Ostrov, Oryakhovo, the Mouth of the Ogosta and Skut Rivers (there is a lake here), Tsibur, Lom Okoliya, the town of Lom itself, Akohar Balanka, in Vidin Okoliya, Vidbol, Gomatartsa, Koshaza, Novo Selo, and Vruv. Danube fish are consumed domestically and export is almost negligible.

9. The General Directorate of River Navigation is located in Sofia while the main ~~director~~ is located in Ruse. Administrative agencies of the Bulgarian River Navigation are located in Vidin, Lom, Tsibur, Oryakhovo, Samovit, Nikopol, Svishtov, Tutrakan, and Silistra. The Directorate in Ruse is 200 m from the harbor itself. An agency of the Bulgarian River Navigation is located right at Ruse harbor. The former main director, in Ruse, was Stefan Dikov but he was transferred to Sofia. He was replaced by the first machinist of the ship Lom. His name is not known. The Chief Engineer of Bulgarian River Navigation - Ruse is Dikov, who in the absence of the director is the boss. Dikov is not a Communist but is still on the job because he is a specialist. The personal inspector is Rangelov who comes from Lom, a previous commander of Black Sea ships and not a Party member. Military and militia units are assigned to every harbor as representatives and agents of the State Security. Most of them are in uniform. They control imports and exports of goods, movements of all ships and barges, whether Bulgarian or foreign. Each harbor has an economic militia which controls the export and import of goods and each harbor has a custom authority which inspects all incoming and outgoing goods. Objects which are brought in by Bulgarian citizens must have duty paid. This applies to goods of foreigners, but not to Soviet citizens. This applies to goods which will stay in Bulgaria but if they are intended for another foreign country they are given a metal seal without being inspected. Every harbor has a harbor administration to inspect documents of all incoming and outgoing records. Depending on the tonnage of the ship a tax is paid. This tax is called kiriyazhna taksa.
10. During 1946 and 1947 all ships were nationalized and assigned to the administration of Bulgarian River Navigation. The sugar factory in Ruse owns the following ships: General Leyman, Herman, the rotor boat Feyus, the motor ship Sura and five barges, Gand I, Gand II, Anvera I, Tirilmund, and Liezh, (liege). The Lazar Aron firm was also nationalized. This firm had five to six tank barges. The Chiprut firm had three to four tank barges. The Benkovski firm has about four tank barges. The Petko Purkov firm had the motor boat Shuman, and the motor boat Duncy (probably Dunav). These ships were confiscated by the Navy. The motor boat Khristo Botev also belonged to the Petko Purkov firm; the Yosif Pinkas firm and the Bozhko Sasanov firm owned the Ivan Vazov, the barge Musala, and the barges Arda, Pirin, Ivulin, and Vitosha. In 1951 the Bulgarian River Navigation owned the following ships: The motor barge Ruse which was 550 tons and had a thousand horsepower, the motor barge Svishtov was also 550 tons and a thousand horsepower, the motor barge Lom was 550 tons and a thousand horsepower, the motor barge Vidin with 550 tons and a thousand horsepower, the barge Ruse was taken out of the water in 1945, rebuilt, and now has 800 horsepower. The barges Svishtov, Lom, and Vidin, cannot work with more than 600 horsepower as the engines are broken. These barges have refrigeration chambers and can transport food, meat, lard, and other products. They serve the entire length of the Danube and take goods from Sulin (at the mouth of the Danube at the Black Sea) to the German harbor Regensburg. The ships also load goods from foreign harbors provided the latter pay for them. The crew of the above barges consist of 20 to 25 men, including the First Captain, Assistant Captain, a Controller who controls visas, documents, and passports, a First Navigator, a Second Navigator, a supply man who is in charge of the equipment and supply of the ship, three sailors, five to six apprentices, a First and Second Machinist, four firemen, one cook, and one supplyman. Danube ships never increase their crew. This happens only to sea-going vessels. Other ships of the Bulgarian River Navigation on the Danube include the motor barge Oryakhovo with 350 tons and 150 horsepower. It operates only along the shore and does not leave Bulgarian territorial waters. The motor barge Kozloduy is 250 tons and 150 horsepower, operating only along the Bulgarian bank. The motor ship Pernik moves only in Ruse harbor. The prime mover Iskur is 150 tons

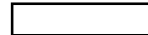
and 250 horsepower and also operates only along the Bulgarian shore.

11. Two of the passenger ships on the Danube are the former Tsar Boris which is now called Georgi Dimitrov, 1,200 tons and one thousand horsepower, and the former Tsaritsa Ioanna, now called Alexander Stamboliyski, 1,200 tons and one thousand horsepower. These two ships are equipped with radio and have cabins for first and second class passengers. Each class has its own restaurant, coffee shop, cabins and dormitories. The ships have sun decks used during their summer seasons. The second class has a motion picture theatre. Each ship carries 150 tons of freight and a thousand passengers. The ships have the following crew: A Commander, a First and Second Captain, A Purser, a Radioman, a First, Second, and Third Pilot; two - three apprentice pilots, one Boatswain, four seamen, a Chief Mechanic, a First, Second, and Third Machinist, four firemen, two secret agents, one supplyman and two to three specialists, who are actually organs of the State Security.
12. The passenger steamships Kiril Evdokiya, and Nadezhda have been renamed. They are 300 tonships with 250 horsepower, with two steam machines using coal. They can take 400 passengers and have a first and second class. The first class has special cabins, a coffee shop, and a restaurant. The ship may carry 15 to 20 tons of freight, with a crew of 20 to 22 persons.
13. Of the barges of the Bulgarian River Navigation which have previously been owned by the state, the Shumen is a 600-ton barge, the Floydiv one thousand tons, the Viatse four hundred tons, the Turnovo 1,100 tons and the Iom 1,100 tons. The Czech shipyard Komarno, has built 14 new barges. They are 670 tons. These barges are numbered as for example 96701 (the first figure 9 signifies the 9th of September, the second, third, and fourth, figure designates the tonnage of the barge (670) and the last number designates number of the barge as for example one, two or three up to 14). The covers (Kovertite) [unidentified] are welded and are called Balbi. The barges use gasoline engines, are very maneuverable and are equipped with two cranes of two tons capacity. They need a depth of 2.10 m and their construction is poor. The Stalin shipyard built eight to 10 new barges of one thousand tons. They have the following serial numbers: 9100016, 9100017, 9100018, etc. Again the first figure designates the 9th of September and the following four designates the tonnage of the barge and the rest designates the number of the barge itself which begins with 16. These barges have cabins, a kitchen, and an office, and each has two two-ton cranes. Two new pontoons were built for the Bulgarian River Navigation, which are 500 to 600 tons, during 1945 in Ruse. They have cabins, offices, a dormitory for the crew, freight storage space, a kitchen, a passenger working room and a coffee shop.
14. The Danube Engineer Section (Dunavska Inzhenerna Sektsiya) is separate from the Bulgarian River Navigation. Headquarters are in Ruse. This section keeps the Danube riverbed clean and maintains a certain depth in each harbor. It has the following vessels: The Taibur of 150 tons and 250 horsepower; the Rositsa of 150 tons and 120 horsepower, the Kirin of 50 tons and 60 horsepower; a ferry called Sofia with 500 tons and one thousand horsepower. The last travels between Ruse and Giurgiu and has a crew of 12 persons. The second sailboat built on three barges of 600 to 700 tons can carry 48 full or empty railroad cars. This ferryboat now operates between Vidin and Calafat. The section has 15 pontoons with two boilers each, storage space, an office, cabins, and a kitchen. These pontoons are stationed at certain points and harbors, mounted during the Spring and dismounted in the Fall. They are used for landing passenger ships, for loading barges and other vessels. The section has two diggers to maintain a certain depth in the estuaries and to dig new ones. The digging machine Vida has a 600 horsepower engine and can dig 500 kg of sand at one time. It includes four pontoons for loading sand, earth, etc. The digging machine, Yantra, is smaller and also has four pontoons.
15. The following Bulgarian naval vessels are on the Danube; the Chernomorets, a small ship made of lumber and probably not over 30 tons; the Belomorets also a small ship of 25 tons; the Dunay with an iron bottom is 20 tons. All of these ships are used for training young seamen for laying and sweeping mine fields. They are armed with both light and heavy machine guns and rifles. They are practically always stationed or anchored in Ruse harbor, which they leave only for training purposes, and they sail in Bulgarian waters. No Soviet ships have been

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noticed on the Danube, but the Bulgarian Navy has three small motorships on the Danube. Their hulls are made of iron and they also serve for training purposes with a crew of 30. New navy vessels are being built and some are brought from the Stalin Shipyards. Most of them are anchored in Ruse.

16. The exported items from Danube Harbors to the USSR and Satellites consist of iron ore, wool, tobacco, wine, and fruit pulp, canned fruit, vegetables, eggs, bread grains (wheat, corn, barley, rye) beans, meat, rice, coal, hogs, chickens, and lard. Fruit and vegetables are transported to Czechoslovakia. Bulgaria imports from Czechoslovakia are agricultural machinery, factory motors, spare parts for agricultural machines, and trucks. Bulgaria exports to Hungary scrap iron and imports barbed wire. Bulgaria exports to Poland grapes, apples, pears, etc., and imports small quantities of coke. East Germany exports to Bulgaria machines for plants (this applies also to the USSR), construction machinery for dams, electric machines, etc. Bulgaria exports to East Germany bread grains, fruit, oil and tobacco. There are occasions when expensive trucks come to Bulgaria from Czechoslovakia. They are unloaded in Danube Harbors, mainly Ruse, and later on are sent by means of railroad cars to Stalin from where they continue to the USSR.

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